JAMES & TAYLOR,
Steamboat and Contractors,
Light Draught Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY,
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & Co., LIMITED, General Managers.

NEW SERIES No. 1355. 日七廿月九年五十二緒光 TUESDAY, OCTOBER 31, 1899. 二拜禮 號一卅月十英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Agent.
Hongkong, 4th October, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ .... 3½ „
„ „ „ 3 „ .... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
T. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq.	A. McConachie, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 16th October, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE.—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 30th May, 1899. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON.....	*Java*	G. W. Gordon, R.N.R...	8 A.M., 3rd Nov.	...Freight or Passage.
JAPAN, &c.	*Japan**	G. K. Wright, R.N.R....	About 7th Nov.	.....Freight or Passage.
LONDON, &c...	*Chusan*†	E. Street.....	Noon, 11th Nov.	...Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot, R.N.R.....	4 P.M., 11th Nov.	...Freight or Passage.
SHANGHAI ...	*Clyde*	C. T. Denny, R.N.R. ...	About 11th Nov.	...Freight or Passage.
LONDON.....	*Shanghai*.....	F. C. A. Lyon, R.N.R...	About 16th Nov.	...Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.
Hongkong, 31st October, 1899. [5

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36

JUST LANDED.

GIESLER & CO.'S CHAMPAGNE.

Telephone 75.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,
Sole Agents for
Hongkong, China, Japan, the Strait Settlements, the Philippines and British North Borneo.
Hongkong, 18th October, 1899. [15

NEW ROOMS
At Moderate Daily Rates.
HONGKONG HOTEL.

BLATZ,
A LIGHT, SPARKLING
AMERICAN BEER,
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—
H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.
Hongkong, 17th October, 1899. [20

THE VERY LATEST,
Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.
W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.
27]

Intimations.

A
foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of
LITTLE
use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the
BRITISH ARMY
is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far; but it
GOES
without saying that, to remain strong we must keep healthy. A person suffering from Indigestion, Biliousness, and general ill-health, often decla s that life is
A---
burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S PILLS and try them, and he will soon have cause to wonder why he suffered so
LONG
and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this
WAY
he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited,
SOLE AGENTS.
[14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
27] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [28



PHONOGRAPHS.
THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.
PRICE $80.
LANE, CRAWFORD & CO. [1286a

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1242

Entertainment.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB,
will give
TWO PERFORMANCES
of
Mr. A. W. PINERO'S LAUGHABLE FARCE,
'THE MAGISTRATE,'
on
SATURDAY, the 4th November, 1899,
and
MONDAY, the 6th November, 1899,
Commencing
EACH EVENING
at 9 P.M. precisely.

Dress Circle, $3. Stalls, $2. Pit, $1.

Half-price to Pit for Soldiers, Sailors and Police in Uniform.
TICKETS can be obtained at the BOOKING OFFICE of the Theatre, City Hall, on and after MONDAY, the 30th instant, at 10 A.M.
The Booking Office will remain OPEN from that Date from 10 A.M. to 4 P.M. Daily.
Late Trams will run ½ hour after the fall of the curtain.

E. W. MITCHELL,
Hon. Secretary.
Hongkong, 21st October, 1899. [1329a

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to sell by
PUBLIC AUCTION,
ON
THURSDAY, the 2nd day of November, 1899, at 3 o'clock P.M.,
At his Offices, Duddell Street,
THE FOLLOWING VERY VALUABLE PROPERTY
IN TWO LOTS.

LOT 1.—INLAND LOT No. 297. Area 3,192 square feet. Term 999 years from the 25th of June, 1859. Crown Rent $35.16. Nett Rental per Annum $455.68. Assessed Rental $455.
LOT 2.—INLAND LOT No. 511. Area 2,795 square feet. Term 999 years from the 21st of July, 1856. Crown Rent $42. Nett Rental per Annum $1,019.28. Assessed Rental $790.
The Lots will be sold under the same Particulars and Conditions of sale (in so far as they are applicable to this property) as they were put up for sale under on the 19th October last, which can be obtained from
THE AUCTIONEER,
or from
Messrs. DEACON & HASTINGS,
Vendor's Solicitors.
35, Queen's Road.
Hongkong, 27th October 1899. [1354a

Auctions.

GOVERNMENT NOTIFICATION.
No. 566.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 6th day of November, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1362a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 6th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Wongneichong Inland Lot No. 126.	Wongneichong Village.	59	59	31	31	1,550	22	330

GOVERNMENT NOTIFIACTION.
No. 582.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 6th day of November, 1899, at 3.30 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 21st October, 1899. [1363a

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 6th day of November, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
2	Inland Lot No. 1,569	Leighton Hill Road.	60	60	156.6 96 156.0	457	25,800	296	18,900

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st November, at 6.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 28th October, 1899. [1358a

To-day's Advertisements.

ROYAL ANTIDELUVIAN ORDER OF BUFFALOES.

GRAND LODGE OF ENGLAND, LTD

"LION AND ROSE" LODGE, No. 1,360.

A REGULAR MEETING of the above Lodge will be held in the LODGE ROOMS, 10, QUEEN'S ROAD CENTRAL, TO-NIGHT, the 31st instant, at 7.30 for 8 P.M. sharp.

BUSINESS:—Election, &c.

Visiting Brothers are cordially invited to attend.

Hongkong, 31st October, 1899. [1356a

TO LET.

ROOMS on Top Floor of "Marine House" QUEEN'S ROAD CENTRAL.

Apply to BELILIOS & CO.

Hongkong, 31st October, 1899. [1368a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 3rd November, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 31st October, 1899. [1371a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGTHNING,"

Captain S. Belson, will be despatched for the above Ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 31st October, 1899 [1360a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 6th November, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st October, 1899. [1366a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"POSEIDON,"

Captain A. Leva, will be despatched as above on WEDNESDAY, the 8th November.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 31st October, 1899. [1367a

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 2nd November, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 31st October, 1899. [1370a

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899 [15

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

	Per Case 1 doz.
A.—Hennessy's Old Pale, Red Capsule	$18
B.—Superior Very Old Cognac Red Capsule	$21
C.—Very Old Liqueur Cognac	$24
V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage	$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 31, 1899.

NOTES AND COMMENTS.

THE NEW TERRITORY.

Much has been said about the New Territory since its acquisition, both in the Council Chamber and in the local Press, but one very important fact appears to have been lost sight of and that is the purpose for which the territory was acquired. Everybody knows that our boundary was extended in order to render Hongkong more secure from attack. The land was taken possession of in order that we should be able to adequately protect the harbour by being in possession of the heights in the rear of Kowloon, from which modern long-range guns would have been able to shell the town and destroy our forts, magazines and docks. But it was not merely this range of hills that was included in the leased area, for the boundary runs at the back of a second range of hills, which are not visible from the harbour. For purposes of defence alone it was not necessary to possess such a wide extent of territory, but there were other considerations taken into account at the time when the extension of the bounds of the Colony was first mooted. It was pointed out that Hongkong was dependent upon Canton for its food supply and that in time of war this supply might easily be cut off, thus rendering our position as a fortress most insecure. We have a large population and a garrison that must be fed, war or no war, and to feed them fresh vegetables and fresh meat will be necessary. These the Colony as originally constituted was incapable of producing in sufficient quantities to meet local demands.

* * *

THE USE OF THE NEW TERRITORY.

One reason why so large an area was leased from China was that the valleys at the back of the range of hills overlooking the harbour on the Kowloon side are most fertile and are eminently adapted for the raising of vegetables and the grazing of flocks. It was pointed out that, once in possession of this fertile area, Hongkong would be enabled to become self-supporting in so far as the supply of meat and vegetables was concerned. It was the military view of the question that was taken into consideration and it was entirely on this account that we obtained such a large slice. Had the necessity for the extension of the Colony been urged on commerical grounds in order that manufactories and mines might be opened up in the leased area we should have been still asking for it. But it was not so; it was purely for purposes of defence that the New Territory was acquired, and food is as necessary to a fortress as is powder and shot. It is this fact that appears to have been lost sight of at the present time. We hear of all sorts of preparations for the ruling of our new subjects, but never a word of any scheme for rendering the valleys productive of the food stuffs which we require. Of course when the roads are completed more produce will find its way to the Hongkong market than hitherto, but it will be another fifty or a hundred years before the inhabitants of the New Territory have awakened to the fact that it will pay better to grow vegetables and raise cattle than to plant rice. If our new acquisition is to be of any material benefit to us in the manner in which it was intended to be, then we must see that the necessary industries are encouraged.

* * *

A PROPOSITION.

A committee is just now at work on a report upon the most vital question of the disposal of the night-soil of Hongkong. At present the whole of it is carted away to Canton and used by the silk growers, Hongkong only reaping benefit from it through the silk trade. Now if our Canton food supply were to be cut off it is but reasonable to suppose that the means of disposing of this sewage matter would also be done away with. Why then should it not be made use of in the New Territory for fertilizing the land upon which our Military Authorities hope to see our food stuffs produced? But then the question arises as to where the Chinaman is to be found to undertake this duty. We do not for a moment suppose that he will come forward. It would mean a start in a new direction and to that the Chinaman is ever opposed. But still there is no reason why the experiment should not be tried. It would, however, have to be in the first instance started by the Government. A model farm and market garden could be started in a suitable locality in the New Territory and the Chinese of the vicinity could be employed upon it. The night-soil from Hongkong could be utilized, and instead of losing the benefit of this valuable asset, as we do at present, we should have a direct return in the shape of fresh vegetables which would always be available, no matter though communication with Canton be cut off. Under a competent man this farm should prosper and in a few years, instead of being a burden on the treasury, it would be a profitable source of income, for it could be let yearly by tender and a reasonable price could be fixed for its products when brought to market. We may mention that agriculture of this description has proved a success in the Dutch East Indies. There the natives grew coffee under Government control with the result that not only the natives but the authorities were benefitted. In Hongkong we do not want coffee but vegetables, cattle, fowls and pigs, and were the inhabitants of the New Territory employed in raising them for the market everyone would benefit thereby. Food stuffs would become cheaper in the market and the inhabitants of the leased area would grow richer. This state of things could not be brought about in a day, but the experiment is, we believe, well worth trying.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR—RE-INFORCEMENTS.

LONDON, October 29th.

Two hundred and fifty Victorian and 80 Tasmanian Volunteers for the Cape, have left Melbourne on board the *Medic* which will call at Adelaide and Albany and receive 125 more Volunteers at each port. The *Kent* has sailed with the first portion of the Sydney Contingent amidst tremendous enthusiasm.

The *Braemar Castle* with 1,400 troops has arrived at Capetown.

Three hundred picked seamen have left Portsmouth to replace the Naval brigade recently landed at the Cape. A number of field guns was sent at the same time.

THE SITUATION IN NORTH NATAL.

There are indications that an engagement is impending at Ladysmith. The Boers are in force on the Helpmakaar Board. General White ordered out a strong force from Ladysmith and found the enemy in a strong position from which the mounted infantry failed to draw them owing to the lateness of the hour. General White's column then bivouacked but the enemy withdrew at daylight to Reitfontein.

THE BOMBARDMENT OF MAFEKING.

News from Mafeking dated 23rd instant states that the town was bombarded for three hours, suffering but little damage. The enemy then demanded a surrender which Sir Baden Powell refused. The bombardment has not been resumed.

THE WOUNDED.

The wounded at Glencoe are doing splendidly.

LATER.

THE WAR.

Saturday and Sunday were quiet at Ladysmith. The Boers are closing in and placing big guns in position.

A sortie from Mafeking on the 24th found the enemy in a strong position Northwards. The Boers have cut the waterworks, but the tanks are sufficient to supply the garrison.

The fighting at Kimberley on the 24th inst. is officially confirmed. Lieutenants Lowndes and Brigham of the Lancashires, and Lieut. Maclintock, R.E., were wounded; the two first mentioned severely, and the last slightly.

General White cables that three Boer guns were dismounted and disabled in the first action at Glencoe and that the Boer loss was five hundred.

The following were published in the *Straits Times* on the 23rd:—

FURTHER DETAILS.

CAVALRY CHARGES.

The Boers handled their artillery well at Elandslaagte.

The Lancers and Dragoons thrice charged in the darkness the retreating Boers.

RAILWAYS RESTORED.

Railway connection between Ladysmith and Glencoe is practically restored.

GERMAN COLONEL CAPTURED.

The enemy at Elandslaagte comprised Hollanders, Germans, and men of other nationalities. A German Colonel, Schiel, was taken prisoner.

RUMOURS.

Advices from Glencoe of uncertain date express the belief that, on Saturday, General Joubert's main body would be attacking the British entrenched position.

SIR GEORGE WHITE'S FORCE.

Sir George White's force comprised the 5th Dragoons, a squadron of the 5th Lancers, three batteries of Royal Artillery, the Devons, Manchesters, and Gordons, and several colonial squadrons.

SPECIAL SERVICE SQUADRON.

H.M.S. *Hyacinth*, *Highflyer*, *Juno*, and *Charybdis* are commissioning at Devonport for special service.

[The ships mentioned are second class cruisers, the first three of 5,600 tons apiece, the last of 4,360 tons. H.M.S. *Terrible* was expected to arrive at Simonstown on the 7th instant.]

The destination of the squadron is not stated.

NEW ZEALANDERS SAIL.

The New Zealand contingent of 200 men has sailed for South Africa.

[The New Zealand contingent numbers 200 men, and is estimated to cost the Colony £60,000.]

WEATHER REPORT.

The Observatory report says:—

On the 31st at 11.55 a.m. the barometer has fallen in China, particularly on the E. coast. A low pressure area seems to be lying between the E. coast and the Loochoos. Gradients slight in the South, with moderate monsoon in the N. part of the China Sea. FORECAST:—Moderate E. to N. winds; fair.

LOCAL AND GENERAL.

THE Singapore Philharmonic Society recently held one of its most successful concerts.

A MEETING of the Lion and Rose Lodge, R. A. O. B., will be held at 8 o'clock this evening.

WE are in receipt of the Race-book of the Tientsin Autumn Race meeting, which opened to-day, and which will be continued to-morrow and the following day.

THE scheme for a canal between the Black Sea and the Baltic is being seriously considered by the Russian Government. The cost of the works is estimated at £20,000,000.

AT a sale in London on 26th ult. of a collection of rare British, foreign, and Colonial stamps, a pair of unused Straits Settlements first issue 12 c. green, twice surcharged, were sold for £20.

THE return of communicable diseases notified as occurring in the Colony last week shows that there was one case of plague (found dead on board the steamer *Fatshan* by the Police), one case of enteric fever, and one fatal case of puerpal fever.

THE house of Mr. Collinge, Inspector of Schools, Perak, has been burgled and Mrs. Collinge, who awoke and tackled the burglar as he was trying to break open a big box, got her fingers cut with a kris he snatched off the wall of the room. Unfortunately the miscreant got safely away.

A SPECIAL telegram to the *North-China Daily News*, dated Chungking, 26th October, says that the headman at Kueiyang, who is charged with the murder of Mr. Fleming, has been arrested and identified. The Chinese are petitioning the authorities at Peking with the view of getting him released.

HOLY Trinity Cathedral, Shanghai, has never looked prettier than it did on the 26th instant when Miss Peebles, eldest daughter of Mr. Geo. Peebles, of Messrs. S. C. Farnham & Co., was married to Mr. George Edward Stewart by the Rev. H. C. Hodges, M.A., in the presence of a large number of relatives, friends, and well-wishers.

THE Shanghai Philharmonic Society has just published its report for the season 1898-99. There seems to be a falling off of active members during the year, but the balance sheet reads well. Capital represented by stock of music, instruments, etc., cash in H.K. & S. Bank, and in the hands of the hon. treasurer, amounts to $1,162.62.

WE have received the *Peking and Tientsin Times* of the 21st instant—The continued drought has elicited two very penitential decrees from the Empress Dowager.—There has been snow at Peitaiho and Tonshan, and there was ice at Tientsin on the 16th.—Mr. H. G. Phipps died on the 19th of acute dysentery.—The Tientsin Freemasons propose to give a Ball in which non-Masons will be allowed to participate.

MESSRS. Kelly & Walsh have brought out a most interesting series of Christmas and New Year cards, some specimens of which they have sent us. The cards are most tastefully got up in embossed covers bearing a suitable greeting in red Chinese characters. Within the covers is an excellently executed photogravure of some typical Chinese subject, a chair and rickshaw in Garden Road, Chinese playing draughts, eating, opium smoking, gambling, etc. No more fitting souvenirs than these cards could be found to send to absent friends.

WE learn from the *Nagasaki Press* that the quartermaster who caused the arrest of the European officers of the *Tamba Maru* has now been arrested himself on the charge of biting the third officer's, Mr. Kent, leg in several places.—There are 674 steamers registered in Japan, 11 in Formosa, and 1,309 sailing ships. There are 73 shipbuilding yards in the Empire and 13 docks.—The police authorities had visited the U.S. troopship *Indiana* to compliment Colonel Childers and the officers on the splendid behaviour of the Tenessee Volunteers while the vessel was at Nagasaki.

A PRIVATE letter from Weihaiwei dated the 11th inst. which has been courteously communicated to the *N. C. Daily News* says:—"Yesterday we had a great sham fight. We were against the Marines and Royal Blues and with the Chinese. We gained the day easily, the Chinese really doing splendidly, their movements being perfectly under control, and they were as calm as old stagers; you would have been astonished." Those who know how willing courageous, and faithful the Chinese are when well treated will not be astonished that those who have enlisted under Colonel Bower have already earned this warm commendation from one competent to judge.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Lai Hing	$25
Lo Kun Ting	20
Shing Wo Co.	20
Sui Kat Bank	10
Cheong Wo	5
Tai Sing	5
Kwan Tai	5
On Fat Wing	5
Wo Cheong	5
Wing Sing Loong	5
Wa Hing	5
Lai Hing	5
Kwong Tung Lo	5
Wing Lee Yun	5
Sums Under 5	48
	$173

A NANKING dispatch states, says the *N. C. Daily News*, that two high officers, serving under H.E. Baron Li Kuang-chiu, Generalissimo of the Chêkiang provincial forces, namely General Chou anti Brigadier-General Yao, have recently arrived in that city from Hangchow to raise 5,000 extra troops for Chêkiang. The new troops are to be all Hunanese, and as there are said to be nearly 30,0000 disbanded or retired Hunanese living in Nanking, under the protection of Viceroy Liu, who is a fellow provincial, it is anticipated that the enlistment of the new regiments will be comparatively a rapid one. The fact that Baron Li is also a Hunanese accounts for his enlisting only Hunan men for his army. There are already now in Chêkiang province some 12,000 Hunan troops.

THE Shanghai Artillery Monthly Cup Competition took place on the 21st inst. and was won for the first time by Corp. Wilson. Gun. J. F. C. Macdonald, who was handicapped 8 points, made a possible at each distance. Sergt. Bourke came next with a good 66, Corp. Wilson being next with 63 points.—Appended are scores of 50 and upwards:

	500 yds.	700 yds.	Tl.
Gun. J. F. C. Macdonald...	35	35	70
Sergt. J. Bourke	34	32	66
Corp. Wilson	29	34	63
Gun. E. Lynch.....	30	32	62
Sergt. P. V. Murphy	29	32	61
Gun. E. J. Batty.....	30	26	56
Sergt. J. Mellows.....	31	22	53
Driv. P. W. Macintosh	25	27	52
Lieut. G. V. T. Marshall...	29	23	52
Corp. G. Crank	27	23	50
Gun. J. W. Cameron	28	22	50

HONGKONG VOLUNTEERS.

LESSONS FROM THE CAMP.

M. H. W. writes:—

Now that the camp of instruction is finished, it is as well to carefully look over the past ten days so as to be able to discern any mistakes that may have been made, in order that they may be rectified in the future, and also to see how far the money that has been spent on instruction has been wisely laid out and likely to recoup the general public for its outlay. First, we must thoroughly understand what are the objects for which a volunteer corps is raised, and from that standpoint consider how near the different units composing the corps have come up to the ideal. A volunteer is a man who is willing to fight for the defence of his own country when the necessity arises. He knows perfectly well that it would be useless for him to attempt to cope with an enemy unless he had received some previous instruction in the use of arms and had subjected himself to discipline, so that he can be moved with other volunteers and regulars as one compact whole. Another thing he is also well aware of is that should the necessity of his being called up arise, he would have to suffer many hardships, privations and discomforts; in fact, we have heard it stated on good authority that the next campaign will be won by the men of the best physique, men who can march the greatest number of miles a day on the least amount of nourishment. Putting the above briefly, it is that a volunteer must be a good shot, have enough drill to understand and be able to execute the different movements smartly and trustworthily, and to have sufficient physical training to enable him to bear hardships. Before going further it may be as well to point out the essential differences between a regular and a volunteer,—these difference are very often overlooked, debarring the unit from reaching that high state of efficiency which it would have done had they been well kept in mind. First the training of the volunteer depends wholly on himself. As long as he puts in the required number of drills he cannot be penalized; he can resign almost at will; he has not got the time that a regular has to devote to military duties; he is not constantly associated with his officers and fellow volunteers as the regulars are; his promotion means no pecuniary profit, so he has not the same inducements to rise in the profession, while on the other hand he takes up volunteering as a hobby and so takes more interest in it, and, taken as a whole, the volunteers are more intelligent than the regulars. It must be borne in mind that volunteering must be more or less regarded as an amusement, or means of taking exercise, and accordingly more tact is required for their efficient management.

As regards the first requirement,—shooting. No one can gainsay that there are some splendid marksmen among our volunteers, men who can hold their own against all comers, and we would not be far wrong in stating that the average shooting capabilities of the corps is higher than what would be found in most regiments; but still, in the ideal volunteer corps it is not a question of average; every man ought to be a marksman, and the poor shots must be catered for, for all who join undoubtedly have the desire to become good shots, and if arrangements could be made to give the backward ones more opportunities of firing I have no doubt that they would willingly buy their own ammunition; but I can speak from experience when I say no man will enter a competition in which he is almost sure to come out at the latter end. I should propose more class and field firing. The importance of the latter seems to be lost sight of among the volunteers. The few volleys fired last Wednesday were good, but still left much to be desired. Perhaps it may be as well to remark the terribly demoralizing effects of well-directed volleys; a man has only to be in the butts and hear the shower of bullets pass over his head to fully appreciate their full value. Good volleys conclusively prove to the enemy that their opponents are cool and well in hand, acting as one whole, and might almost be likened to an irrestible force. Another thing almost equally as important is rapid firing. This, I believe, is never practised in the volunteers. "Paint and powder" are grand things for competition firing at the ranges, but in actual service, for which the volunteers are primarily required, they are not accessible, and so men ought to be practised in firing under the conditions to which they would be subject. I remember an old R.E. officer who used to say that a Company of soldiers was no good unless they could "double" 1000 yards and then give a good account of themselves with their weapons. We want more firing after a long march or some other severe exercise, which no doubt we should have to do in actual warfare. It must not be forgotten that an enemy does not stand still to be shot at, but still I did not see any shooting at moving targets. One more point about shooting and then I shall finish with this important subject. It is no use having the right direction, if the elevation is faulty; judging distances is what is required, or, better still, to be exercised in the new territory or land on which the attack would in all probability be made. In the Jamieson's raid it is a well known fact that the Boers had stones marked, and if meant death to the man who came near these stones.

There is an old army saying that the smartness of a regiment can be fairly judged by two things—one is the saluting the officers and the others is the smartness of its sentry. Both these have to do with discipline, but in each our volunteers are rather slack. Saluting an officer means that the soldier has respect and confidence in those placed in authority over him, and it places a responsibility on the officer to see that he is worthy of the respect shown. Whithout this respect and confidence discipline breaks down and degenerates to arbitrary rule. The Field Battery officers, with very few exceptions, have risen from the ranks and so are thoroughly conversant with the drills, thereby being able to teach others. If gentlemen appointed to the position have not had this advantage it is their duty to make up lost ground by constant study, always remembering that it is next door to impossible to teach others when the rudiments of the art have not been overcome by the teacher himself, and that the whole smartness of movement of troops depends on the officers. A good word of command accurately given ensures prompt compliance. I was extremely sorry to see that these evident facts were quite neglected by some of the junior officers, and no doubt much of the slackness observable in the rank and file might be justly ascribed to this fact alone. The men were certainly not blameless, but a vast amount of military ardour can easily be quenched when the instructors are not up to the mark. In your first article on the camp you mentioned that you hoped to see some drills with the combined units; your wish was not gratified—at the last two general parades some terrible big bunders were made. It is only necessary to mention one; when the line was formed each company "dressed" independently, and so instead of the formation being in "line" it came out in "echelon." The fault was rectified by the adjutant, certainly, but that is not a portion of his duties. Mass or battalion drills are most essential, as they bring the companies into contact with each other and amalgamate the whole. The Field Battery and Machine Gunners might not be infantry, but there are almost sure to be occasions when the spare men on a gun would be able to render very great assistance were they trained in the rudiments of infantry drill. The most serious fault I noticed during the camp was the want of bayonet exercise. The present weapon is a most serviceable one and when properly handled very effective. It is a moot question whether there will be any more hand-to-hand fighting, but we cannot see how a position is to be carried without a bayonet charge, or how it is to be defended if the holders are quite ignorant of its use. Any one who has been instructed in the bayonet exercise will allow, if for nothing else, it is good for strengthening the arms and making a soldier acquainted with the possibilities of his weapon. For this reason alone this exercise ought to have found a place on the programme of instruction.

To occupy a position by guns is undoubtedly a great advantage, but getting the guns to that position is also most important. Volunteers would not have their guns placed for them; they would have to drag them up themselves, and many a battle has been lost, not because the men could not aim straight, but because they were unable to surmount the physical difficulties of getting their guns into position.

This brings us to physical training which was only conspicuous by its absence during the whole of the ten days' camp. The strength of a chain is reckoned by the strength of its weakest link. It is intended that the volunteers should act with the regulars, men who spend their lives in drill and other open air exercise. The volunteers, however, are glued to their desks or counters, and so they, unless physically trained, could not possibly be expected to be able to suffer the same amount of hardship and manual work that their comrades in the regular army could do; the volunteers would thus be the weakest link, and would act as a drag on the movements of the whole. The physical drills are what are most wanted. A man leaves the office and wants exercise, his chest to be expanded, and his appetite freshened. More physical drill would do this, and volunteering would become more popular. Speaking of hardships, I must say there were none in camp; the soldier's comfort was considered in every way and, I am rather afraid, to too great an extent. The most efficient army is the one with the least amount of baggage and camp followers, and in actual service it would have been utterly impossible to have had so many comforts. If the camp is for instruction, it is not a picnic. What is wanted is for it to be as near the actual conditions as would occur in active service. Looked at from this point of view the camp was no exercise at all. Let us take one matter, the most important of all,—troops cannot fight on an empty stomach; feed a man well and he will fight well. But still there was absolutely no instruction given in field cooking or in the construction of a field kitchen. It will be answered, "Oh! the Chinese will always do that for us." I answer, don't be too sure. A soldier has to be ready for any emergency, and it would be horrible to acknowledge that the volunteers were beaten because their Chinese cook got shot.

On word more—this to the employer. The Volunteers have taken their position in the defences of the Colony; the commercial success of the Colony depends upon these defences being kept up to the highest state of efficiency, so we should ask the employers to allow their men to attend as many of the Volunteer drills as possible. This is neither time nor money wasted, as it will greatly recoup the men's health and make them far better money-earning machines. A healthy man is a good business man, and volunteering improves the health and also makes men smart and able to carry themselves upright, and be worthy the name of a Britisher. Let the authorities show that a few drills does make men of us, and they will have no need to complain of the dearth of recruits.

THE PROTECTION OF WOMEN AND GIRLS ORDINANCE, 1899.

The following appears in Saturday's *Gazette*:—

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as "The Protection of Women and Girls Amendment Ordinance, 1899."

2. The expression "Keeper" as used in this Ordinance shall include any person having or appearing to have the care, or management or control of the premises in question; and the expressions "brothel," and "occupier" shall have the same meaning as in Ordinance 9 of 1897.

3. The following new section to be numbered 11A shall be inserted after section 11 of Ordinance 9 of 1897:—

"11A.—Every person who, being the occupier or keeper of any brothel, permits any woman suffering from any contagious disease to be or remain in such brothel for the purpose of prositution, shall be guilty of an offence and shall be liable on conviction before the Supreme Court or a Magistrate to imprisonment for a term not exceeding one year with or without hard labour or to a fine not exceeding five hundred dollars or to both; and if any person, not being a natural born or naturalized British

ject, who has been previously convicted of an offence under this section, shall again be found guilty of such an offence the Governor-in-Council may issue an Order banishing such person from the Colony under any Banishment laws which may from time to time be in force in this Colony.

In the case of any prosecution under this section, it shall not be necessary for the prosecution to prove that such occupier or keeper as aforesaid knew that the woman was suffering from a contagious disease, but such knowledge shall be presumed by the Court or Magistrate unless such occupier or keeper satisfies the Court or Magistrate that he had not such knowledge."

4. Upon complaint laid before a Magistrate by the Captain Superintendent of Police or by the Registrar General that any house or portion thereof is used as a lodging house for prostitutes or disorderly persons or as a brothel, it shall be lawful for the Magistrate to issue a summons to the occupier or keeper of the house or portion thereof of which complaint is made; and upon the hearing of the case if the Magistrate is satisfied that the house or some portion thereof is used in the manner complained of he may order the occupier or keeper to discontinue such use of it; and if such order is not complied with within such time as the Magistrate may by his order direct the Magistrate may impose upon such occupier or keeper a fine not exceeding fifty dollars for every day that the house or any portion thereof shall be so used after the time directed by the Magistrate's Order.

The provisions of the Magistrates Ordinance, 1890, relating to summary procedure shall apply to proceedings under this section.

The provisions of this section shall be in addition to those contained in section 4 of Ordinance No. 6 of 1894.

5. After the use of any premises as a lodging house for prostitutes or disorderly persons, or as a brothel, has been discontinued under the provisions of section 4 of this Ordinance, the immediate landlord for the time being, or if such landlord is absent from the Colony or under any disability, his attorney or agent, or in the case of a Corporation or Company which is the immediate landlord, the Secretary or Manager thereof for the time being shall, if such premises are found to be again in use as a lodging house for prostitutes or disorderly persons, or as a brothel, be liable upon summary conviction before a Magistrate to the payment of a fine not exceeding five hundred dollars, and in default of payment of such fine to imprisonment for a term not exceeding one year with or without hard labour:

Provided nevertheless that if such landlord or attorney or agent or Secretary or Manager shall either make such complaint to a Magistrate as is in the next section mentioned within such time as such Magistrate shall consider to be reasonable, or else shall prove to the satisfaction of the Magistrate that neither he nor the person employed by him or on his behalf to collect the rent of such premises knew or had reasonable means of knowing that such premises were being so used as aforesaid, then and in such case the Magistrate shall not convict under this section.

6. Upon complaint made to a Magistrate by such landlord or attorney or agent or Secretary or Manager as is in the preceding section mentioned to the effect that any premises, the use of which as a lodging house for prostitutes or disorderly persons, or as a brothel, has been discontinued under the provisions of section 4 of this Ordinance, are again in use as a lodging house for prostitutes or disorderly persons, or as a brothel, the Magistrate may, if he thinks fit, make an order, which shall be recognized and given effect to in any proceeding in any Court in this Colony, absolutely putting an end to any existing tenancy of such premises as of the date of such order, and thereupon any tenancy so put an end to shall absolutely cease and determine on such date for all purposes, and any occupier or tenant of such premises may thereafter be treated by such landlord or attorney or agent or Secretary or Manager as a trespasser on such premises.

7. Any European Officer of Police not being below the rank of sergeant who is generally authorized in writing for that purpose by the Captain Superintendent of Police and any person who is generally authorised in writing by the Registrar General for that purpose may at all times without notice enter and demand to see and interrogate any or all the inmates of any place on land or water which he may have reason to believe is used as a lodging-house for prostitutes or disorderly persons or as a brothel, or in connection with which he may have reason to believe that an offence has been committed under this Ordinance.

8.—(1.) Every male person who—

(*a.*) Knowingly lives wholly or in part on the proceeds of prostitution; or

(*b.*) In any public place persistently solicits or importunes for immoral purposes;

shall be liable on conviction to imprisonment for any term not exceeding three months with or without hard labour.

(2.) If it be made to appear to a Magistrate by information on oath that there is reason to suspect that any house or any part of a house is used by a female for the purposes of prostitution and that any male person residing in or frequenting the house is living wholly or in part on the earnings of such prostitute the Magistrate may issue a warrant authorising any Police Officer or Constable to enter and search the house and to arrest that male person.

(3.) When a male person is proved to live with or to be habitually in the company of a prostitute and has no visible means of subsistence he shall, unless he can satisfy the Court to the contrary, be deemed to be knowingly living on the earnings of prostitution.

(4.) Any person, not being a natural-born or naturalized British subject, who is convicted of an offence under this section, may be banished from the Colony by an Order of the Governor-in-Council made under any Banishment laws which may from time to time be in force in this Colony.

9. Section 30 of Ordinance 9 of 1897 is hereby amended so as to read as follows:—

30.—(1.) The Registrar General and any officer generally authorized for that purpose in writing by the Registrar General shall have power without warrant to search any ship, boat, house, building, or other place where he has reasonable cause to suspect that there is any woman or girl who is or may be liable to be dealt with under the provisions of this Ordinance or in which he has reasonable cause to suspect that an offence under this Ordinance is being committed, and may remove any such woman or girl to a place of safety to be there detained until her case be enquired into.

2. The Registrar General and any officer generally authorised for that purpose in writing by the Registrar General shall have power to search any ship, boat, house, building, or other place for the purpose of ascertaining whether there is therein any woman or girl who is or may be liable to be dealt with under the provisions of this Ordinance, or whether any offence under this Ordinance is being committed and may remove any such woman or girl to a place of safety to be there detained until her case be enquired into.

CAPT. RAYMOND'S CASE.

This afternoon Captain Raymond was again before Mr. Gompertz, charged with taking the late *White Cloud* to sea in an unseaworthy condition.

Mr. Bowley appeared for the prosecution and Mr. Grist for the defence.

Mr. Dixon, government superintendent Engineer, was Sworn and said: According to a certificate signed by him he passed the *White Cloud* as a river boat for river limits. She was not in a seagoing condition it 1893. He would not have given her a certificate of any kind for going to sea. Her water-line beam was 30ft. 9ins; her passenger deck 48ft. 8ins. He had not seen a seaboat with overhanging decks like the *White Cloud's*. At a great expense the boat might have been made fit for a sea trip. If he had been a ship master he would not have considered the *White Cloud* in a fit state to go to sea.

By Mr. Grist: Her gross tonnage was 798 tons; she would comfortably carry 1,000 tons. With 120 tons of coal in her he would not call her heavily laden, nor would it do her any harm. A cargo of coal would tend to stiffen her.

Mr. Jones, from the Harbour Office, answered a few questions as to Capt. Raymond's former positions on board ships.

A. McCulloch, second engineer of the *White Cloud*, was examined.

The case was committed for trial at the next Criminal Sessions.

FOOTBALL.

H. F. C. INTER-CLUB MATCH.

WHITE VERSUS RED.

The teams as given below turned out yesterday on the Happy Valley. Seth and Tullock, who were advertised to play, were absent, so there were only four forwards on each side. Johnston was indisposed and did not don his jersey, but acted as linesman, Cox filling the vacancy in the team.

Lowe, shortly after the game had been started, tried to get away, but Pinckney was too fast for him. Whites, however, pressed and kept the Reds in their territory, and a corner fell to Whites. They made no use of it, for Blake relieved. The ball was secured by C. Kew, and he sent it back again, Reds once more having all they could do to defend their citadel. Then Libeaud was given the leather, and he invaded Whites' ground, but Hall sent to the centre, and play for some time waged in centre-field. A free kick was awarded Reds and Looker kicked over in essaying at goal. Whites got back again, but Danby secured and sped away, Hancock in close attendance, and these two got well up to their opponent's goal, when Danby shot, but the ball went a few inches wide of the upright. Reds kept up the attack and once more got dangerous, Hall stepping in in the nick of time. Whites then had a look in, and Lt. Greene compelled Sexton to hit away, but in doing so he gave a corner. Reds secured the ball from the kick-in and Libeaud received on the wing, and making a good run along touch, avoiding Hall, he shot for goal, but the ball hit the net outside the uprights. Danby and Hancock were soon pressing again; and they took the ball within a few yards of the goal line, where Danby eluded Hornby and sent in a well-judged centre, which Yule made use of by putting the ball into the net, scoring the first goal. Up to half-time the Reds had a little the best of the game.

Lemon-time past, some changes in the teams took place. Hinds and Smith from their respective sides went under the bar as custodians, Cox and Sexton taking up the formers' positions outside. Reds went off with a spurt, and Libeaud, from a kick by C. Kew, diverted the ball cleverly straight for goal. Yule made a rush for the ball, and Smith ran from under the bar; both collided heavily and each was "grassed." Smith, however, managed to clear, and so did Yule, who took a rest behind goal for a few minutes. He must have received a somewhat hard knock for him to retire. Play was of a fast order, the ball repeatedly being taken up and down the field at a great pace, each team threatening in turn. Just on the call of time Whites made a determined attack and Cox did the needful, which put the score one goal each, the game therefore ending in a draw.

Following are the teams:—

WHITES.

Cox

Hornby Hall

F. Kew C. Kew Grant-Smith

Lowe Green Noble Lt. Greene

REDS.

Danby Hancock Yule Libeaud

Jenkins Hinds Looker

Pinckney Blake

Sexton

Taking the game into consideration there was some very good play, although there is room for improvement. There was the same fault noticeable last season when a player was pressed on the wing to "gallery" with the ball instead of sending right across the field to the other wing, where a rush would be made for it, thereby releasing the first holders from the pressure, when they would be again ready to receive the leather on its being returned. We have heard Bassett, the crack wing player of the West Bromwich Albion, say that he always found such passing to be effective, for when the ball had been sent back to him again he almost always had a clear field and was able to score, for when the leather had been sent from side to side in such a way players had naturally rushed for it, most of the forwards thereby having crowded right in the centre; of course, at times, Bassett depended on his speed, but we are afraid our men here depend too much upon it. Nevertheless, especially Danby and Hancock, the wing men yesterday did fairly well, and the first-named would have done more had he not such a fast player as F. Kew opposing him. Sexton had so little to do under the bar that we are unable to say how he would come out of the ordeal were he continually and hotly assailed with shots. There is no doubt about Blake and Pinckney being the right pair as backs, and when Jenkins has had more practice in making sure of the ball, he is not a bad player to fill the post of a wing half. Looker was conspicuous with some good sprints in pursuit of Lt. Greene. Hinds played a hard game. Of Danby and Hancock we have spoken, so there now remains Yule and Libeaud. Yule, if anything, has improved since last season, and he did well yesterday in keeping close up to receive Danby's centre and score off it. Libeaud is a new player; he was for sometime one of Yokohama's best footballers and should give a good account of himself in Hongkong, for he knows the game well and has plenty of speed in a mile race he is a good match, we should say, for Looker; on more than one occasion, if we remember rightly, he has taken the mile championship of Yokohama. Yesterday he did not shape at all badly, but he must have a strong player to partner him. Of the Whites' forward line all were about on a par as far as brilliancy is concerned. In the half-back line F. Kew was in a new position for him, but he did very well. His brother seems to have lost none of his cunning in getting the ball out of the clutches of his opponents, and also in worrying them with his strong attacks; he wants a lot of beating in the position of centre. Smith did better than we expected, and manipulated the ball with very good judgment at times. Hornby and Hall are two safe backs. Cox, at the finish of the match, played a capital game. Taking the two teams on the whole, perhaps Reds were the best, their forward line being stronger than Whites.

CRICKET.

ROYAL ENGINEERS *v.* H.M.S. "BONAVENTURE."

This match was played at Happy Valley last Saturday afternoon and, after a long game, resulted in a draw slightly in favour of the Royal Engineers.

Good batting was the chief feature of the play on both sides, the best scores being made by Lieut. Brown, 47, and Corpl. Jolly, 31 (not out), for the R. E.'s, and J. Broad 38 for the *Bonaventure*.

The latter commenced their innings at about 4 p.m. against a score of 137, and credit is due for the stand they made and holding out until the call of time at 5.30, the score being 115 for 8 wickets, thus ending a very even and pleasant game by a draw.

The following are the scores:—

ROYAL ENGINEERS.

Yates, Robinson, b Blake	6
Bamlather, Austin, b Lewin	4
Lieut. Brown, c Broad, b Lewin	47
Thornhill, b Lewin	0
Scribbins, b Lewin	17
Mather, b Lewin	0
Sivier, b Broad	7
Spillard, c Robinson, b Tillard	14
Jolly, not out	31
Welsh, b Blake	2
Woods, c Austin, b Blake	7
Extras	7
Total	117

H.M.S. "BONAVENTURE."

J. Broad, c Scribbins, b Jolly	13
Couch, c Yeates, b Scribbins	6
Foster, b Jolly	23
Mr. Tillard, lbw, b Sivier	3
Mr. Austin, c Barnfather, b Sivier	13
Blake, c Thornhill, b Sivier	0
Lawford, c Thornhill, b Sivier	9
Smith, b Sivier	6
Lewin, not out	13
Robinson, did not bat	
Chalk, not out	3
Extras	19
Total for 8 Wkts	115

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arndt, J.	Mansfield, Miss M.
Ah Moo, Mrs.	Mohamed, Ahsain
Allsopp, G. F. E.	McGillivray, D.
Andesher, Miss M.	Marthens, A.
Attias, J. S.	Moses, H. E. H.
Ahbasa.	McLean, Grace H.
Blake, R. E.	Nathan Sons, N. P.
Branch, Capt.	Orman. Lt. P. L.
Bona, Jasim.	Orient Trading Co.
Barnett, A.	Parker, F. F.
Bachmann, Mrs. E.	Paul, W. E.
Bark, F. W.	Poincilit, C. H.
Beeck & Co., A.	Panton, Capt. J.
Burris, Miss L.	Petschak, M.
Brooks, J. S.	Porusse, L. L.
Bingham, J. E.	Pantoch, T.
Brooke, F. N.	Prynn, F. J.
Bryan, M. R.	Passano, Mrs. T.
Corréard, Mons.	Partridge, C.
Clark, Miss M.	Piemonge, T. F.
Crawford, T. C.	Rhodes, F.
Clark, Mrs. A.	Robinson, Mr.
Cohen, M. C.	Rosa, Mr. de
Cooper, Rev. A. W.	Rotenbarg, K.
Dunleary, F. J.	Reynolds, J.
Duncan, Mrs. J. A.	Reyes, G.
Durocher, Mons.	Robertson, C.
Debeaux, R.	Sprague, Dr. F. F.
Dadre, Mons.	Saunders, Fred.
Donkin, Mrs.	Steer, B.
Dubbers, A.	Schoenfelder, H.
Eidelstein, P.	Saidman, A.
Edwards, M.	Schoenfelder, E.
Figueora, Mrs. A. F. y	Spannal Miss A.
Fullarn, Dr. W. A.	Snyder, Mrs. T. G.
Fassitt, Hon. J. S.	Stimson, Mrs. A. J.
Fertsch, O.	Spencer, C. N.
Francis, M.	Smallwood, E. E.
Gooch, F. V.	Stephens, T. H.
Graham, Miss L.	Saleskaia, Mrs. R.
Goldman, A.	Saldanha, D. C.
Guerra, T.	Stacker, P. L.
Graham, Miss M.	Stiennon, J.
Glover, R.	Stanley, J. W.
Hutchinson, Mrs. F.	Thomson, R.
Hofstadt, L.	Townsend, A. M.
Harding, W. A.	Trocs, M. P.
Hart, Miss M.	Tayler, Miss C.
Ipland, Capt. M.	Tata, F. H.
Jeffriest, J. Y.	Taber, Miss H.
Jones, Jas.	Trois-Breitlart, Mons. de
Kow Lee, Mr.	Toy, W. B.
Kirby, Miss H. G. M.	Vochel, R.
Knight, A. E.	Williams, H.
Liberge, Mme. C.	Whitehill, W.
Lobo, D. C.	Woods, E. de W.
Lee Pung, Mr.	Ward, Capt. H. D. O.
Lloyd, G. R.	Willoughby, Capt. J. T.
Lock, H. S.	Walker, H.
Lambe, W. P.	Wilckens, H.
Lawson, H. L. W.	Wisner, Mrs.
Li Shin Chuen.	Weismann, B.
Morris, W. R.	Watson, E. R.
Monzon, V.	Walter, E.
Moir, E. W.	White, J. B.
Mehtajenie & Co.	White S. S.
Müller, O.	Whitelaw, W. R.
Mure, R.	Williamson, R.
Marti, A. B.	Young, G. W.
Metman, H.	Zaliskaia, Mrs. R.
Mamedine, E.	

Unclaimed Letters for Merchant Ships.

Acaca, s.s.	Kong Pak
Brodick Castle	Lady Joicey, s.s.
Craigerne, ship	Maria, s.s.
Cleverdale, s.s.	Momia, s.s.
Dumbarton, ship,	Pegasus, ship
Dalcairnie	Retriever, sch.
Friesland, s.s.	Rodney, s.s.
Falls of Reltie, s.s.	Retriever, s.s.
Garonne	Shrewbury
Hoiping, s.s.	Vale of Doon, ship
Haitien	Valkyrien, bark
Joe Seagers	Velocity
Japan, s.s.	Weser

Dead Letters.

Baptista, M. H.	H.M. Naval Yard.
Breitag, H.	Singapore.
Clifton, Miss G.	Manila.
Falkingoff, J.	Manila.
Gilmore, Miss I.	Melbourne.
Mannich, J.	Berlin.
McDonald, Mrs. G.	Hongkong.
Scott, J. C.	Canterbury, N.Z.
Shidone, M.	Manila.
Viram Singh,	Thaipan.
Williams, Mrs.	Manila.
Watson, Dr. G.	Melbourne.

☞ The above letters have been return from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers.

NOTICE TO MARINERS.

NEWLY-DISCOVERED ROCKS TO THE SOUTHWARD OF NAMOA ISLAND.

Notice is hereby given of the existence of two newly-discovered rocks to the southward of Namoa Island, having 18 feet of water over them at low water of spring tides. To these the names of Tamsui Rock and Kaipan Rock have been given.

From Tamsui Rock the Pagoda on Namoa Island bears N. 41° W., and South Point, Namoa Island, bears N. 60° E.

From Kaipan Rock the Pagoda on Namoa Island bears N. 45° W., and South Point, Namoa Island, bears N. 78° E.

NEWSPAPERS IN FORMOSA.

Hitherto newspapers published in Formosa, says the *Formosan*, have not been subject to any regulation on the part of the Civil Authorities, nor have the regulations in operation in Japan itself been extended to this island, parties intending to bring out a paper being merely required to obtain a permit from the Sotoku-fu. It is proposed, however, now, we hear, to bring out regulations, and the same have been drafted and will be promulgated in the course of a few days. The regulations consist, we are informed, of some twenty-one articles, generally on the lines of the regulation in force in Japan proper, but with some noteworthy differences, most important amongst which are the two following:—

1st: *As regards security*:—Under the Regulations in force in Japan, the security payable in Tokyo is £1,000; in Osaka, Hyogo, Kobe and Nagasaki, £700; and in other place £350, with a reduction of 50% in the case of papers published three times or less per month. Under the Regulations for this island the security will be £1,000 irrespective whether the paper is published daily, monthly, quarterly, or yearly.

2ndly: *As regards the freedom of the Press and liberty of publication*:—In Japan the Press is now practically free and untrammelled. In Formosa, however, the Governor-General will have the right, under the Regulations, to issue a special order prohibiting all reference in the Press to any matter relating to foreign affairs, or any matter relating to military affairs, or any other matter that Government may desire to keep secret.

As far as we can learn, however, there is nothing preventing the sending through the mails, or the circulation privately amongst subscribers, of a paper published say at Amoy.

THE BANK OF CHINA AND JAPAN, LIMITED.

The following Circular has been issued to the shareholders:—"The working of the New Bank has resulted rather more favourably than in previous years at same date, and it is anticipated there will be again a reduction, consequent on recovery of Calls, in the amount of deficiency account at Dec. 31st next. The appeal in the suit in New York Courts against an American shareholder in the Old Bank was not decided in June as was anticipated, but it is expected to obtain the decision during next month. The re-hearing of the suits in the Shanghai Mixed Court against Chinese shareholders was fixed for an early date in August last, but before this came on the Deputy (Shen Tun Ho) appointed by the Chinese Government to hear the appeal, who had been denounced for bribery, was sentenced by his Government to punishment and the re-hearing is consequently indefinitely postponed."

NETHERLANDS INDIA.

GOLD MINING.

Faith in the gold-regions under prospecting in Sumatra, Borneo, and Celebes seems to be increasing, however slowly. In Java, the investing public are said to attach greater belief to the reports from that quarter, telling of improved prospects. For instance, the Totok Company sought to raise 120,000 guilders. The amount offered was about 13,000,000 guilders. Confidence in the Company mainly accounts for the excess. As matters now stand in the gold regions, there is every sign of Netherlands India shortly taking a prominent position among gold-producing countries. Naturally, as the *Sourabaya Courant* points, out, all these regions are not gold-bearing, and much swindling may be looked forward to among the promoters of the mining companies. But, for all that, many are likely ere long to prove to be paying ventures.

NUTMEG MERCHANT'S FAILURE.

Mr. Ferres, in the Singapore Bankruptcy Court, on Oct. 19th applied for the discharge of Wan Swee, formerly a nutmeg merchant, of 39, Chin Chew Street.

From the statements made, it appeared that debtor was adjudicated bankrupt in 1896, his liabilities being $38,000, for which he could only offer a composition of 5½%. Since that time debtor had been unable to get employment and had been maintained by his two sons. His failure was attributed to depreciation in the price of nutmegs, and losses on the European trade.

Questioned by the Official Assignee, debtor admitted receiving a notice calling upon him to render a statement of account every six months, and that he had not done so for two years. He did not start his sons in their present business with money which he collected previous to his bankruptcy, neither had he any interest in the same.

Debtor was granted his discharge, the order being suspended for 12 months.

MR. KINSEY'S BANKRUPTCY.

In the Bankruptcy Court, at Singapore, on October 19th, before Mr. Justice Hyndman-Jones, Yam Soon, formerly engaged as clerk to Mr. W. Kinsey, late timber merchant and steamship owner of Singapore, was examined by the Official Assignee.

Witness said he was clerk to Mr. Kinsey for four years. He kept the accounts and collected the debts. On the 22nd of April, this year, witness collected $166 from Messrs. Paterson, Simons & Co., and later on $17, and he paid it all to Mr. Kinsey. He also collected an amount from Mr. Alexander of the Straits Trading Company. This money was also paid to Mr. Kinsey, but witness might have forgotten to enter these amounts in the book. Witness left Mr. Kinsey without giving notice, and left a list of debts that had not been paid, but did not know that the above-mentioned debts were included in the list. Witness collected the money for the charterers of the *Fantee*, some of which he paid to Mr. Kinsey. When before the Registrar he was informed of a deficiency of $4,078, but witness had paid all the money he received to the charterers. He did not keep any account of the money he paid to the charterers of the *Fantee*, or receive any receipts.

The Official Assignee: So there is a deficiency of $4,078 which Mr. Kinsey has been made liable for?

Witness: I paid all the money I received to the charterers. I have not appropriated anything.

Further examined, witness said he could not account for the $4,078. This closed the examination.

SHIPPING REPORTS.

Captain H. Nish, of the steamship *Ixion*, from Singapore, reports:—First part moderate monsoon, and the latter part strong.

Captain H. Peter, of the steamship *Glenfalloch*, from Penang and Singapore, reports:—Moderate N.E. wind and fine weather throughout.

Captain R. L. Lincoln, of the steamship *Kwangtee*, from Shanghai, reports:—Moderate to fresh N. and N.E. winds and very fine clear weather with moderate N.E. sea.

Captain J. A. Morris, of the steamship *Chowtai*, from Bangkok, *via* Koh-si-chang, reports:—Left Koh-si-chang on the 23rd inst., experienced fine weather until the latitude of Cape Varella was reached, thence to arrival fresh N.E. monsoon and moderately high sea.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71
Rainfall	5.794

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.03	29.94
Temperature	75	75
Humidity	78	79
Rainfall	—	—

TO-DAY.

Tuesday, 31st October, 1899.

Chinese—*27th of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises*	*6hr. 6min.*
Sets	*5hr. 22min.*
High water—*Morning*	*6hr. 30min.*
Afternoon	*7hr. 11min.*
Low water—*Morning*	*0hr. 47min.*
Afternoon	*0hr. 40min.*

ANNIVERSARIES.

1838—Luis I., King of Portugal, born.
1869—Prince Alfred arrived at Hongkong.
1874—Settlement of the Formosa difficulty between Japan and China.
1894—Ta-lien-wan and Kinchow taken by the Japanese.
1897—Inauguration of the St. Cecilia Society.
1898—Tsungli-Yamen grant Lord C. Beresford 2,000 men to be drilled by English officers. A strong emergency squadron to be formed in England.

TO-MORROW.

Wednesday, 1st November, 1899.

Chinese—*28th of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises*	*6hr. 6min.*
Sets	*5hr. 22min.*
Moon—*In Equator 1hr. p.m.*	
High water—*Morning*	*7hr. 18min.*
Afternoon	*7hr. 27min.*
Low water—*Morning*	*1hr. 29min.*
Afternoon	*1hr. 11min.*

ANNIVERSARIES.

1841—The Emperor ordered the defences of Taku and Tientsin to be strengthened.
1843—The Morrison Education Society's School opened.
1845—Temporary Government House completed.
1853—Russia declared war against Turkey.
1854—The discovery ship *Enterprize* arrived in Hongkong from the Artic Ocean.
1856—War between England and Persia commenced.
1858—The Queen proclaimed direct ruler of India.
1876—The port of Quin-hon, Annam, opened to foreign trade.
1894—Death of Alexandre III., Czar of Russia. Collision between steamers *Afgan* and *Asloun* at Yokohama.
1898—United States demand the cession of the whole of the Philippines Island.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of India*) to-morrow.
French (*Yarra*) 5th prox.
American (*America Maru*) 11th prox.
Australian (*Chingtu*) 12th prox.

* * *

The Austrian Lloyd's S. N. Co.'s steamer *Poseidon* left Kobe *via* Moji for this port to-day.

* * *

The P. & O. S. N. Co. steamer *Japan* left Singapore for this port on the 30th inst. at 1 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Simla	"	"	"
Liberal	"	"	"
U.S.S. *Oregon*	"	"	"
H.M.S. *Endymion*	"	"	"
Yuensang	"	"	"
Independent	"	"	"
Culgoa	"	"	"
Petrarch	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Mongkut	"	"	"

PASSED THE CANAL.

Outward—10th October—*Ayr. Imenens, Konigsberg.* 13th October—*Benlomond, Inaba Maru.* 17th October—*Tantalus, Arab, Avola, Queen Cristina.* 20th October—*Patroclus, Socotra, Telena.* 24th October—*Ambria, Asama, Calanta, Khalif, Konig Albert, Singapore.* 27th October—*Benalder, Glenartney, Oceanien, Kamakura Maru, Kirklee, Norman Isles.*

Homeward—24th Oct.—*Canton, Pyrrhus, Alesia, Kanagawa Maru.* 27th October.—*Trieste, Pisa.*

Shipping.

Arrivals.

IXION, British steamer, 2,271, H. Nish, 30th Oct.,—Singapore 24th Oct., General.—Butterfield & Swire.

IDOMENEUS, British steamer, 4,398, J. Riley, 30th Oct.,—Singapore 25th Oct., General.—Butterfield & Swire.

CLARA, German steamer, 675, A. Hansen, 31st Oct.,—Haiphong and Hoihow 30th Oct., General.—Jebsen & Co.

WHAMPOA, British steamer, 1,109, P. Garriock, 31st Oct.,—Canton 30th Oct., General.—Butterfield & Swire.

LOYAL, German steamer, 1,237, Lorenzen, 31st Oct.,—Canton 30th Oct., Ballast.—Sander, Wieler & Co.

GLENFALLOCH, British steamer, 1,474, H. Peters, 31st Oct.,—Penang and Singapore 24th Oct., General.—Joo Teck Seng.

CHOWTAI, British steamer, 1,115, J. A. Morris, 31st Oct.,—Bangkok and Koh-si-chang 23rd Oct., Rice and General.—Yuen Fat Hong.

CHINA, German steamer, 1,113, P. Voss, 31st Oct.,—Newchwang 25th Oct., Beans.—Siemssen & Co.

KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 31st Oct.,—Shanghai 28th Oct., General.—C. M. S. N. Co.

LIGHTNING, British steamer, 2,122, S. H. Belson, 31st Oct.,—Calcutta 14th October, Penang 21st, and Singapore 25th, General.—David, Sassoon Sons & Co.

SULLBERG, German steamer, 782, Meyer, 31st Oct.,—Newchwang 25th Oct., General.—Siemssen & Co.

ALFESINE, British steamer, 1,050, C. Slade, 31st Oct.,—Amoy 30th Oct., Ballast.—Order.

Clearances at the Harbour Office.

Holstein, German str., for Saigon.
Kagoshima Maru, Japanese str., for Singapore.
Orestes, British str., for Singapore.
China, German str., for Canton.
Whampoa, British str., for Shanghai.
Idomeneus, British str., for Shanghai.
Loyal, German str., for Hongay.
Pak Kong, British str., for Canton.
Energia, British str., for Shanghai.
Bormida, Italian str., for Singapore.
Guthrie, British str., for Kobe.
Esmeralda, British str., for Hongay.
Kachidate Maru, Japanese str., for Kuchinotzu.

Departures.

Oct. 31, *Thales*, British str., for Swatow.
Oct. 31, *Devawongse*, British str., for Bankkok.
Oct. 31, *Bormida*, Italian str., for Singapore.
Oct. 31, *Hanoi*, French str., for Hoihow.
Oct. 31, *Josephus*, Amr. ship, for New York.

Passengers—Arrived.

Per *Ixion*, from Singapore—78 Chinese.

Per *Idomeneus*, from Singapore—490 Chinese.

Per *Glenfalloch*, from Singapore—837 Chinese.

Per *Chowtai*, from Koh-si-chang—67 Chinese.

Per *Kwang Lee*, from Shanghai—Mr. and Mrs. Chun, Messrs. Chun, Kwok, Lui, and 181 Chinese.

Per *Lightning*, from Calcutta, &c.—Messrs. A. L. Harraps, C. Bradford, J. P. Downs, F. S. Thoburn, W. J. Newland, Mrs. J. F. Heymans, Rev. Father Aurientis, Rev. Baptista, Abdul Kader, Abdul Ali, Reiger, Messrs. G. and C. Peerbhoy, Subadar Loth Singh, Mr. Stewart, and 616 Chinese.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Empress of India	Shanghai	To-morrow
Indravelli	Singapore	To-morrow
Yarra	Singapore	Nov. 5th
Poseidon	Kobe	Nov. 5th
Nankin	Singapore	Nov. 6th
Japan	Singapore	Nov. 6th
Queen Adelaide	Portland, Or.	Nov. 8th
America Maru	San Francisco	Nov. 11th
Kawachi Maru	Moji	Nov. 11th
Chingtu	Sydney	Nov. 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Nov. 11th
Algoa	San Francisco, &c.	Nov. 21st
Ambria	Havre, &c.	Dec. 24th
America Maru	San Francisco, &c.	Nov. 14th
Bamberg	Havre, &c.	Nov. 28th
Bayern	Straits, &c.	Nov. 8th
Benfedi	London	Nov. 7th
Bingo Maru	Marseilles, &c.	Nov. 17th
Breconshire	Victoria, B.C.	Jan. 13th
Carlisle City	San Diego, &c.	Dec. 31st
Carmarthenshire	San Diego, &c.	Nov. 15th
China	San Francisco, &c.	Dec. 16th
Chusan	Europe, &c.	Nov. 11th
City of Dublin	Victoria, B.C.	Dec. 30th
Clyde	Shanghai	Nov. 11th
Coptic	San Francisco, &c.	Nov. 4th
Doric	San Francisco, &c.	Dec. 23rd
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Dec. 20th
Gaelic	San Francisco, &c.	Nov. 30th
Glenshiel	London	Nov. 20th
Haiching	Swatow, &c.	Nov. 3rd
Hector	London	Nov. 14th
Hongkong Maru	San Francisco, &c.	Dec. 9th
Idzumi Maru	Victoria, B.C.	Nov. 16th
Japan	Japan	Nov. 7th
Java	London	Nov. 3rd
Karlsruhe	Straits, &c.	Jan. 24th
Kawachi Maru	Marseilles, &c.	Nov. 3rd
König Albert	Straits, &c.	Dec. 13th
Königsberg	Havre, &c.	Dec. 10th
Lightning	Singapore, &c.	Nov. 5th
Machaon	London	Nov. 28th
Monmouthshire	Portland, &c.	Dec. 23rd
Moyune	New York	Nov. 15th
Nippon Maru	San Francisco, &c.	Jan. 3rd
Oldenburg	Straits, &c.	Feb. 21st
Poseidon	Singapore, &c.	Nov. 8th
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Rosetta	Japan	Nov. 11th
Sachsen	Straits, &c.	Feb. 7th
Saint Irene	Victoria, B.C.	Dec. 9th
Shanghai	London	Nov. 16th
Sibiria	Havre, &c.	Nov. 19th
St. Jerome	New York	Qk. desp.
St. Mark	New York, &c.	Qk. desp.
Strathgyle	San Diego, &c.	Dec. 15th
Suevia	Havre, &c.	Nov. 12th
Sungkiang	Manila (Direct)	Nov. 1st
Tamsui Maru	Swatow, &c.	Nov. 5th
Tsinan	Sydney, &c.	Nov. 1st
Venus	Manila, &c.	Nov. 3rd
Yuensang	Manila	Nov. 6th

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Consumption, Bronchitis and General Debility*, than any other remedy known to medical science. Read the following—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially when Cod Liver Oil itself cannot be borne. MARTIN MILES, M.D., &c., Stantonbury, Bucks. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[*Adv.*]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU ..... J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 3rd Nov., at Noon.
*IDZUMI MARU ..... M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA...	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU ..... G. E. T. Cook	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899. [6

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

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FINE OLD SCOTCH WHISKY.

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"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE.)
(1) Excellent results in *the severest cases of migrainine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution,
Sole Manufacturers,
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST o. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of $50 per Share, has been Declared.
WARRANTS will be issued on the 13th October.
By Order of the Board,
DOUGLAS JONES,
Secretary.
Hongkong, 12th October, 1899. [1299a

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES will re-commence on 1st November next. Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged.
A. HAHN,
No. 10, Ice House Street.
Hongkong, 21st October, 1899. [1330a

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an Ex-SCHOOLMASTER.
Terms moderate, for Particulars apply "Z," c/o This Office.
Hongkong, 18th August, 1899. [1048a

To be Let.

OFFICES TO LET.

NO. 24, ICE HOUSE STREET. Immediate Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a

TO LET.

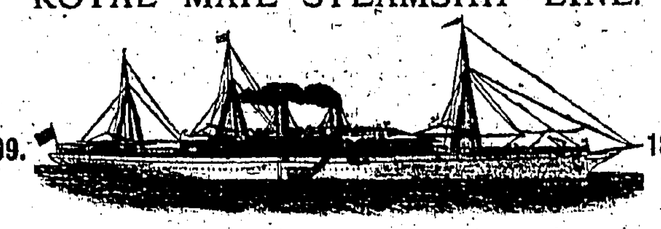
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Compradore Office,
E. C. HOCHAPFEL.
Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD." MAGAZINE GAP.
No. 5, RIPPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th October, 1899. [12

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Hongkong, 25th October, 1899. *Pedder's Street.* [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th Nov., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th Dec., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship
"AMERICA MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th October, 1899. [1310

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship
"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & CO.
Hongkong, 20th September, 1899. [1198a

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern	Wednesday	8th Nov.
König Albert	Wednesday	13th Dec.
Prinz Heinrich	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Oldenburg	Wednesday	21st Feb.
Bayern	Wednesday	7th March.
Stuttgart	Wednesday	21st March.
König Albert	Wednesday	4th April.
Weimar	Wednesday	18th April.
Prinz Heinrich	Wednesday	2nd May.
Preussen	Wednesday	16th May.
Hamburg	Wednesday	30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th October, 1899. [1293a

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"CHUSAN,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th October, 1899. [5

Mails.

NORDDEUTSCHER LLOYD. *(Freight Service.)*
HAMBURG-AMERIKA LINIE. *(East Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA ..... Förck	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	12th November.	Freight.
*SIBIRIA ..... Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 19th November.	Freight and Passage.
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG ... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December.	Freight and Passage.
AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
981] Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Carmarthenshire.	2,929	about	Nov. 15
Strathgyle	5,023	about	Dec. 15
Carlisle City	3,002	about	Dec. 31

THE Steamship
"CARMARTHENSHIRE,"
will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 27th October, 1899. [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Algoa (via Moji, Kobe, Yokohama & Honolulu)	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO, *via* MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan; and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 25th October, 1899. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 30th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 23rd Dec., at Noon.

THE Company's Steamship
"COPTIC,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 10th October, 1899. [2

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide.	2,832	F. McNair.	Nov. 18.
Saint Irene	3,877	W. Attree...	Dec. 9.
City of Dublin	3,328	J. R. Rae....	Dec. 30.
Breconshire ...	3,567	G. E. Elliott	Jan. 13.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie	3,777	J. Murray...	Nov. 11.
Monmouthshire	2,874	W. A. Evans	Dec. 23.
Abergeldie	3,777	J. Murray...	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 18th October, 1899. [1

A PROPOSED NORTH SYDNEY BRIDGE.

A cablegram dated London, August 30, stated that Messrs. Punchard, M'Taggart, Lowther, and Company, engineers and contractors for public works, of Cannon-street, London, were negotiating for the construction of a bridge over Sydney Harbour to North Shore. This refers to a bridge designed by Mr. Wm. Kenwood, C.E., of Sydney. It is on the cantilever principle, and while in many respects similar to its great model, the Forth Bridge, it embodies all the up-to-date improvements in bridge building developed since the Forth Bridge was constructed. Mr. Kenwood's bridge would be 180 feet from high-water mark, and would cross the harbour in one span, without any piers in midstream, so as not to interfere with navigation. Starting from the extreme northern end of Princes-street, the bridge would go via Dawes Point to Milson's Point, and thence to high land near the council chambers at North Sydney. The projector undertakes that before the work is proceeded with the Minister for Works has to approve of the plans and specifications, and also of the exact location, while all the material used would be of the very best kind, and be subjected to the severest tests the departments can devise; also, the work is to proceed from day to day, under the superintendence of Government officers. The bridge may not be opened until the Minister for Works certifies it has been properly constructed, and is fit for traffic; and from time to time, the promoters would have to make such repairs as in the opinion of the department might be necessary for proper maintenance. Mr. Kenwood claims—and with some reason—that if constructed to his design, the Sydney Harbour Bridge would be one of the finest bridges in the world.

LEFT-OFF CLOTHING.

A wardrobe-dealer gives some interesting details of his business in the October part of the *New Penny Magazine*. Above all things, he says, I like to be sent for by the relatives of a gentleman recently deceased. They are generally so eager to get rid of everything belonging to the dear departed that they never grumble at my offer. With a business such as mine, which has been established any length of time, "pairing" is very much practised. For example, I buy regularly the left-off garments—mufti—of a young officer in the army, and from experience I know them to be a "splendid fit" for a bank clerk, a customer of mine. Whenever I happen to get any of the officer's clothes, I at once drop a line to my customer on the other side of the book, and the deal is complete; the goods being sometimes bought and sold without having been in my possession twelve hours. In the ladies' department my wife knows that the pretty little wife of a neighbouring butcher never looks better than when dressed in one of Lady C.'s discarded morning or walking dresses. Valets are difficult men to drive a bargain with, as a rule. Although they clear out their master's wardrobe chest regularly—as their perquisites—they generally allow the stuff to accumulate in their own rooms, and only sell when money is wanted for some special purpose—when leaving their situation, going on a holiday, or something similar. Anyhow, they will spend an hour trying to obtain an extra shilling for their bundle.

A SKILFUL LAWYER.

Lawyers are very skilful in entrapping witnesses in cross-examination. One of the best instances is given in the October number of the *New Penny Magazine*, where the following story is told:—Daniel O'Connell once saved a man at a murder trial by dramatically disproving the veracity of one of the chief adverse witnesses in open court. The witness stated that a certain hat—produced and passed about amongst the counsel—had been picked up by himself close to the body of the murdered man. This hat appeared to belong to the prisoner, whose name was Pat Hogan. When the time came to cross-examine, the Irish leader got possession of the incriminating hat and a sharp colloquy took place. "You are quite sure this is the hat you found?" O'Connell asked. "Yes, your honour," said the witness, confidently. Something in the advocate's manner caused the court to prick up its ears. "It is in the same state now as then?" "Just the same." "O'Connell was looking curiously inside the rim, and he spelt out the name—'Pat Hogan.' Do you mean to say the name was in the hat when you found it?". The light of victory began to come in the counsel's eyes. "I do, on my oath." From this the man would not budge. The shrewd advocate bade him step down, and then turned triumphantly to the bench. "There must be an acquittal," he said; "there is no name at all in the hat." And an acquittal there was.

BOYS WHO HAVE CAUSED ASTONISHMENT.

According to a writer in *Chums*, it is a fact of which every boy should be proud that some of the greatest geniuses who have ever lived have been mere boys. Handel and Mozart were both famous while boys, and there have been of late years, and still are, some very remarkable instances of boys who have caused considerable astonishment. A remarkable youngster is Laurence Dennis, who about a year ago created a great stir in religious circles in New York by his preaching. Laurence is a coloured boy, five years old, and discusses religious matters like an experienced minister. For months he preached daily to large congregations in the Mount Olivet Baptist Church, New York, and several of the leading clergymen set him hard questions, which he answered readily and accurately. Dr. Carleton Simon, a leading New York nerve specialist, has examined the lad, and found that his head is quite an inch larger in circumference than the average adult's, and that this is due to the enormous brain development. The boy's mother, a negress, has for years been a Sunday-school teacher, which perhaps explains his religious bent. The lawyers of Kansas were greatly astonished a year or two ago by the granting of a licence to the seven-year-old son of Judge W. D. Gilbert, of Atchison. The licence does not take effect until the boy is twenty-one, but the little lawyer, Byron Gilbert by name, is even now able to argue legal questions with his father, who is one of the most able judges in the States. He has passed an examination in which many clever men have failed, and as soon as he reaches the age of twenty-one he will be qualified to practise in the highest court in Kansas. He is the youngest lawyer whom the world has ever known. Some of the most extraordinary calculators who have ever lived have been boys. There was a few years ago in Kentucky a boy named William Marcy, who astounded all who saw him by his feats in mental arithmetic. He could multiply or divide millions by thousands in a few minutes, always with exactness. He was once tested by a party of gentlemen, who set him a column of figures, eight in a line, and 180 lines, which the boy added up in six minutes. So incredible was the performance that the men took off their coats and did the sum themselves. In two hours afterwards they had each arrived at the same answer as the boy had reached in six minutes.

JUDGMENT REVERSED.

The owners of a cargo of sugar insured in an American Office $15,000 on "profits on cargo against total loss valued at sum insured". On the voyage the vessel became a total wreck, but about a ninth part of the cargo was forwarded and delivered to the owners. A United States court found that there had been a total loss of the profits insured, and decreed for the full amount of the insurance. The Company took the case to the Circuit Court of Appeals, which reversed the judgment, holding that there can be no actual total loss of profits when part of the goods arrive in condition to earn a profit, notwithstanding that the greater part may have been destroyed by the perils insured against.

INTERESTING TO UNDERWRITERS.

Under the heading of "The Underwiting of the *Paris*," the *Financial News* contained a curious paragraph to the effect that the American Line "have repurchased the *Paris* from the underwriters." On the face of it this statement is incorrect, seeing that the vessel was never the property of the underwriters, who cannot dispose of what does not belong to them. "The surveyors," it is said, "report that the vessel is much less seriously damaged than one would have supposed possible." It is generally understood that this is so; but such a state of affairs would point in the ordinary course to a vessel being repaired by her owners and the expense of the repairs recouped to them by their underwriters.

The writer further states that the Salvage Company will receive £75,000, and adds "Now the underwriters re-sell the boat to the Steamship Company for her salvage value of £150,000, or, after paying the Wrecking Company, £75,000, and the Steamship Company pays for her alterations and repairs." But underwriters cannot sell a vessel until she has become theirs on the payment by them to her owners of a total loss—which has not occurred in the present instance, and, according to the writer's description of the surveyors' report, is not likely to occur.

The paragraph concludes: "If her lengthening [what lengthening?] and repairs cost £100,000 she is still cheap to the Company, which would to-day be obliged to pay at least £450,000, if not more, for an entirely new ship, deliverable not earlier than two years from date." If the lengthening, which is apparently contemplated, and repairing cost together £100,000, the repairing only (which is all that the underwriters would be responsible for) would cost very much less; and on this showing the vessel cannot possibly be a constructive loss, and consequently does not become the property of the underwriters. We are again brought round to the query, How could they "sell" or "re-sell" her? The paragraph is most confusing, and could only be put together by a writer unversed in the principles and practice of marine insurance.—*Fairplay*.

CHINA AND JAPAN ALLIANCE.

There does not seem to have been any foundation whatever for the rumours of the reported alliance between China and Japan. Those conversant with affairs in both countries must know that any arrangement on the lines suggested would be quite out of the question. Japan has her hands quite full enough without undertaking any gigantic task in China, while the high Chinese officials and Mandarins generally have not yet arrived at that state of sweet reasonableness which would lead them to agree to any arrangement which would accord to the Japanese any measure of control over the finances of China, which it was indicated would certainly be the case if the reorganisation of China's defensive forces was to be undertaken by the Japanese. The idea is not at all feasible, and we are somewhat surprised that it should have been seriously put forward and even for a moment credited.—*L. & C. Express*.

CAMPAIGN IN THE PHILIPPINES.

The United States campaign in the Philippines does not seem to be making much headway, says the *L. & C. Express*. Recent telegrams report slight American reverses, which have a very bad effect at home. Independent observers on the spot all seem to condemn the tactics of General Otis, though how far the charges against him can be substantiated, we do not know. It will be remembered that all the war correspondents protested that the despatches of this officer were entirely misleading. He has been predicting an early termination of the struggle for months past, but there is no evidence to show that his forces have obtained any solid footing beyond the lines at Manila. It is only fair to say, however, that Admiral Dewey, in the course of an interview, has given his opinion that General Otis was conducting the campaign with painstaking ability. One thing is clear that the Generals on the scene of action must be given a free hand if the present situation is to be terminated. It will, we think, be impossible for any campaign to be successful if it is conducted from Washington.

WEI-HAI-WEI.

A correspondent writes home to a service contemporary as follows from Wei-hai-Wei:—"We have all been very much amused at the recent references in Parliament to our new possession here. We on the spot, I suppose, will be allowed to know at least something—as much as some of the honourable members who raise their voices in Parliament. I can answer for it that every British officer doing duty here recognises the wisdom of the policy of Her Majesty's Government in acquiring possession of this place. Further than that it is not for me as a soldier of the Queen to go, but so far I can go, and what I do say I say unhesitatingly. There is an absurd feeling existing in some quarters that we are losing all our influence in China. Now this is a matter upon which those on the spot can best speak with authority. From all I can gather our influence is still great, but we have not been sufficiently progressive, and we are consequently not respected as we ought to be. The occupation of Wei-hai-Wei will do good in every way. We are getting on exceedingly well with the drilling of the new battalion. Now that men find that they are regularly paid, properly fed, comfortably housed, well dressed, and in every way cared for, they have come forward in good numbers, and we have thus been able to pick and choose. Lieut.-Colonel Bower has proceeded with admirable good judgment. There has been no disposition to rush matters. The men we have taken are enlisted for three years, and it was recognised that it would be undesirable to flood the ranks all at once, as then the battalion would have to be recreated to all intents and purposes three years hence. Of the men enrolled nothing but good can be said. They are an excellent lot of men. They labour, of course, under a disadvantage in not knowing our language, and our not being too well acquainted with theirs, but there is every reason to hope that in course of time the Chinese Regiment will be one of the smartest, best drilled, and best disciplined in Her Majesty's Service."

THE SITUATION IN CHINA.

COMMERCIAL COMPETITION IN THE FAR EAST.—AN AMERICAN VIEW.

The Hon. Robert P. Porter, who is now on a brief visit to London, and who is the great commercial expert of the Republican party of the United States, has been interviewed by a newspaper representative with a view to securing a competent outside view on the alleged decay of British trade. Mr. Porter does not at all agree with the view that British trade is ceasing to hold its own, and remarked that he saw the advance of England in every way. "Is there no other side of the shield, Mr. Porter?" asked the interviewer. "You see our merits, have you also seen our shortcomings?" "There is another side. One cannot help noticing that England loses a certain amount of trade through the lack of adaptability and lack of nimbleness on the part of her manufacturers. You quote a price and the German quotes a price. The Chinaman does not want exactly what either offers, and suggests changes. Now, while the Englishman is turning the matter over in his mind, and seeing if he can meet the Chinese conditions, the German fixes up the matter and closes the contract at once. The German article may not be so good, but it meets the needs of the Chinaman in the way the English article does not."

Mr. Porter has recently devoted much attention to China and to Russia. "Russia I regard as one of the great commercial factors of the future," he said. "So soon as her railways are finished, manufactures will be pushed on in a way that will surprise other lands. Russia possesses immense natural advantages that will aid her. I see Lord Charles Beresford and other English writers complaining that your imports to China are so unsatisfactory, and that the exports from China are decreasing in spots. These writers do not seem to have asked themselves what China at present has to give you in return. There was tea, but your Ceylon and Indian tea is spoiling the market for China tea. She had silk, but the great progress of Japanese silk has destroyed her market there. Opium is but little. What is there? You cannot do great trade without a medium of trade. Before the four hundred millions of China can be of great value as a market, the resources of the country must be opened up. We in the United States are opening up a good market for American flour in China, but the same question presents itself—namely, what will the Chinamen send us in return? There we see the difference between English & Russian methods in China. The English aim seems to be immediate trade advantages. The Russians care little for immediate profit, but are looking to the future. They are influenced by religious fervour, by national ambition. They want to extend their country, to improve its output on the Pacific; and they want to pave the way for the spread of their faith. They are prepared to sink money, to wait, to give now that they may take in the future. The Chinaman sees the difference between the two nations, and he is naturally impressed by the Russian."

"What do you think of the Chinese?" "Comparing the Chinese with the Japanese, the Chinese are the better men, better physique, more reliable. Given the stable Government of Japan, and the Chinese would go forward even more rapidly than the Japanese have done." "Is there to be an Anglo-American agreement for retaining some open doors in China?" "It is, no doubt, to the interest of America that trade in China should be free, but I do not believe that any of our statemen seriously entertain an idea of an agreement or an alliance for accomplishing that. We do not want to be drawn into the whirl of Asiatic politics. We certainly could not ally ourselves with England and against Russia to maintain an open door. It may be short-sighted, and possibly we will suffer from it in the futre."

Intimations.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
REUCE, American ship, D. Whitmore—Standard Oil Co.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched as above TO-MORROW, the 1st November, P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th October, 1899. [1319a

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched TO-TO-MORROW, the 1st November, P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th October, 1899. [1320a

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above TO-MORROW, the 1st November.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th October, 1899. [1332a

WEST RIVER SERVICE.
THE New River Steamers
"SAMSHUI," & "WUCHOW,"
will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUHING and TAKHING.
Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG to SAMSHUI.
Single Fare.....$10.00
Return Fare 17.50
HONGKONG to WUCHOW.
Single Fare.....$20.00
Return Fare 35.00
The Attention of Passengers is drawn to the Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."
For further Information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1899. [1307a

FOR MANILA AND CEBU.
(Taking Cargo at through Rates for ILOILO.
THE Steamship
"VENUS,"
Captain D. Imas, will be despatched as above on FRIDAY, the 3rd November, at Noon.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 30th October, 1899. [1361a

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLEDI,"
Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.
For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th October, 1899. [1353a

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched as above on TUESDAY, the 14th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [1283a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"MOYUNE,"
Captain Conradi, will be despached for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 23rd October, 1899. [1338a

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENSHIEL,"
Captain ..... will be despatched as above on MONDAY, the 20th November.
For Freight or Passage, apply to
McGREGOR BROS. & GOW.
Hongkong, 27th October, 1899. [1355a

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MACHAON,"
Captain Hamah, will be despatched as above on TUESDAY, the 28th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1899. [1333a

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU,"
Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th October, 1899. [1213a

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ST. JEROME,"
will be despatched for the above port and will be followed by
S.S. "AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th October, 1899. [1345a

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"KINTUCK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 1st November, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 26th October, 1899. [1349a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of CARGO per Steamship "COPIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 28th October, 1899. [2

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
From London, &c., *ex* S.S. *Britannia*.
From Italy, *ex* S.S. *Thames*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co's Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.
Goods not cleared by the 3rd November, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 28th October, 1899. [5

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "ENERGIA,"
FROM NEW YORK AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 4th November, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 30th October, 1899. [1360a

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOFT SOAP.
"EYES" FLUID
THE BEST DISINFECTANT
DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

Intimations.

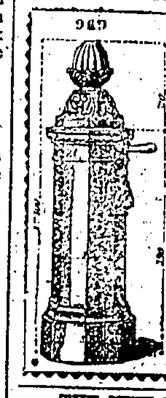
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20% REDUCTION.
JAPANESE CURIOS,
Except
SILK PICTURES
AND
PHOTOES.
DURING 10 DAYS.
Commenced on from the 24th Oct.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 24th October, 1899. [1258a

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A $16
Quality B $12
40, QUEEN'S ROAD,
21] Watson's Building.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES,
Nos. 54 & 56, Queen's Road Central. [40

£100,000,000 UNCLAIMED!
DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for. [1684

949

WATERING APPARATUS
Non-freezing & Ordinary Hydrants and Faucet Washers.
Garden Watering Boxes and Apparatus.
Gun-Metal, Copper, and Cast-Iron Cocks and Valves.
E. GUESNIER E.C.P.,
Engineer and Cock Manfr.,
(Successor of ACHILLE CADET)
27, *Rue des Taillandiers*,
PARIS.
Hydropathic and Massage Apparatus supplied to the Vichy Co. Vapour Baths (Menthe system).
Apply to—
M. OPPENHEIMER & Co., PARIS.

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.
THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.
PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
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WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

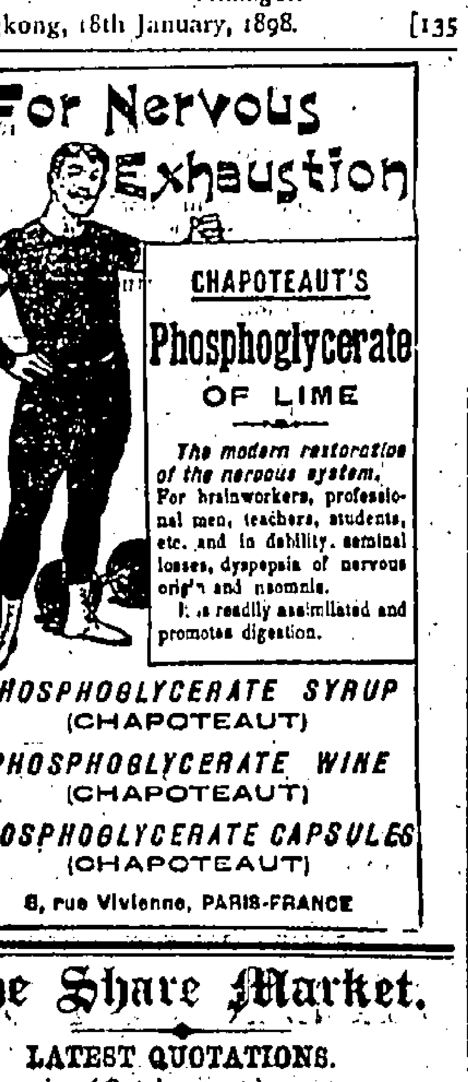
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS: —13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135



The Share Market.

LATEST QUOTATIONS.

(October 31st.)

Banks.

Hongkong and Shanghai Banking Corporation —340 per cent. prem., buyers.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)— £5.5 buyers.
National Bank of China, Ld.—$30.
Do. Do. —$30.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$242.
China Traders' Insurance Co., Limited—$59.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$121.
Canton Insurance Office, Ld.—$135 buyers.
Straits Insurance Co., Ld.—$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$330.
China Fire Ins. Co., Ld.—$86.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29.
Indo-China Steam Navigation Company, Ld. —$80 buyers.
China and Manila S.S. Co., Ld.—$90.
Douglas Steamship Co., Ld.—$47½.
China Mutual S. N. Co., Ld.—(Preference)— £9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)— £5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$19.

Refineries.

China Sugar Refining Co., Ld.—$135.
Luzon Sugar Refining Co., Ld.—$48

Mining.

Punjom Mining Co., Ld.—$9½.
Do. Preference Shares—$1.80.
Société Française des Charbonnages du Tonkin—$259.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$14.75.
Raub Australian Gold Mining Co., Ld.—$64.
Olivers Freehold Mines, Ld.—(A) $11.
Olivers Freehold Mines, Ld.—(B) $6½.
Great Eastern and Caledonian Gold Mining Co., Ld.—$1,80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—520.
Hongkong and Kowloon Wharf and Godown Company, Limited—$90.
Wanchai Warehouse and Storage Co., Ld.—$45 buyers.
New Amoy Dock Co., Ld.—$18½.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld. —$9.50 buyers.
Hongkong Land Investment and Agency Co., Ld.—$108 buyers.
Kowloon Land and Building Co., Ld.—$28.
West Point Building Co., Ld.—$30.
Hongkong Hotel Co., Ld.—$115.
Humphrey's Estate and Finance Co., Ld.— $10.

Miscellaneous.

Green Island Cement Co., Ld.—$28½.
China-Borneo Co., Limited—$10½ buyers.
A. S. Watson & Co., Limited—$16.50.
Hongkong Electric Co., Limited—$10.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$42½.
Hongkong Ice Co., Ld.—$125.
Hongkong High-Level Tramways Co., Ld.— $147½.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$15 buyers.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$60.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 66.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 77½.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 31st October.

ON LONDON, Telegraphic Transfer 1/10 15/16
" Bank Bills, on demand 1/11
" Credits, 4 months' sight 1/11½
" D'ments, 4 months' sight 1/11½
ON BERLIN, (demand) ....M. 1.96
ON PARIS, Bank Bills, on demand 2.42
" Credits, 4 months' sight........2.47
ON NEW YORK, Bank Bills, on demand ...46½
" Credits, 30 days' sight 47½
ON BOMBAY, Telegraphic Transfer 142
" On demand 142½
ON SHANGHAI, Telegraphic Transfer 71½
" Private, 30 days' sight 72½
ON YOKOHAMA, T.T. ....6½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.40
Gold Leaf 100 touch, per tael 54.30
Bar Silver 26½
Dollars ....4½ per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Mrs. McCrackin and child
Mr. John Anderson	Mr. T. S. Meser
Mrs. John Angus	Mr. and Mrs. Migent and family
Mrs. S. Antoldi	Mr. and Mrs. Mora
Mr. W. S. Bailey	Mr. P. Morgan
Mr. B. J. Barlow	Mr. E. O. Murphy
Miss L. R. Barnett	Capt. and Mrs. Myhre
Mr. and Mrs. Barnett	Mr. A. C. Van Nierop
Mr. P. Barr	Mr. J. J. O'Neill
Mr. J. F. M. Bartlett	Mr. M. Pando
Mr. W. Barton	Mr. W. Parfitt
Mr. W. T. Barton	Mr. J. C. Perry
Mrs. W. T. Barton	Mr. B. Porter
Mr. and Mrs. Bass	Mr. Reeves
Mr. W. M. Black	Mr. A. Reid
Mr. R. W. Borthwick	Mr. and Mrs. C. E. Richardson
Mr. and Mrs. A. H. Bottenheim	Miss Richardson
Mr. W. H. Bradley	Mr. G. E. Richardson
Mrs. J. T. Brown	Mr. S. J. Robins
Mr. W. Brown	Mr. B. Roth
Mr. G. Brusse	Mr. H. Simmins
Mr. T. F. Burgdorff	Mr. A. T. Hamilton Smythe
Mr. A. B. Carter	Mr. A. Spagnolo
Dr. and Mrs. F. Clark	Mr. W. A. Sprich
Mr. Chas. V. Daly	Mr. M. Steger
Mr. W. Dennis	Mrs. Stofford
Mr. P. C. Denroche	Mrs. J. F. Stone
Mr. H. Dunbar	Mr. B. Taylor
Mr. D. Earnshaw	Capt. Tayler
Mr. M. Edwards	Mrs. C. Thomas
Mr. and Mrs. F. H. Eldridge	Mr. and Mrs. Thoms
Mrs. Farrell and child	Misses Thoms (2)
Mr. H. H. Fox	Mrs. H. H. Todd and family
Mrs. H. Fruhstorfe	Miss Twynam
Mr. W. Fuckel	Mr. H. S. Vaughan
Mr. & Mrs. K. Gibson	Mrs. C. C. Wadsworth
Capt. Goddard	Mr. G. Waghorn
Major and Mrs. Griffin	Miss E. Waggoner
Mr. R. J. Hall	Mr. R. Waldow
Mr. and Mrs. Halsell	Mr. B. T. Walling
Mr. and Mrs. Hansett	Mr. and Mrs. A. W. Whitlow
Mr. G. Havers	Mr. and Mrs. Bagnall Wild
Major and Mrs. Higgs	Mrs. J. Williamson
Mr. T. Howard	Mr. J. W. Withington
Mr. Magdon Ismail	Mr. and Mrs. J. B. Worfield
Mrs. Jackson	Mr. W. J. Wright
Major and Mrs. Jeffreys	Mr. E. J. Young
Mr. and Mrs. Joseph	Mr. F. Zulanf
Mr. E. A. Katsch	Mr. J. M. de Zuniga
Mr. Kinghorn	
Mr. E. A. Leggatt	
Mr. L. A. Levy	
Mr. A. G. Macmillan	
Mr. J. Y. Mayston	
Miss E. L. McAdory	
Mr. G. McBain	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne	Mr. C. W. Longuet
Mr. P. Bure	Mrs. C. W. Longuet
Capt. van Corbach	Mr. R. Mitchell
Mr. G. H. Dann	Mr. K. W. Nordman
Mr. and Mrs. W. H. T. Davis and child	J. Von Oertzen
Mr. A. L. Denison	Lt.-Col. The O'Gorman
Mr. P. Dow	Madame O'Gorman
Colonel H. Elsdale	Dr. Marx Peters
Col. G. J. H. Evatt	Hon. H. E. Pollock
Mr. J. S. Ezekiel	Capt. H. V. Prynne
Mr. A. Forbes	Comdr. R. M. Rumsey
Lt.-Col. A. R. Fraser	Mr. E. Sharp
Mr. H. H. Gompertz	Mr. A. Sinclair
Colonel E. H. Gorges	Mr. A. Findlay Smith
Staff-Surgeon and Mrs. W. E. Home	Mr. A. G. Stokes
Major G. R. St. John	Mr. A. P. Stokes
Capt. F. Koford	Mr. O. D. Thomson
Mr. J. E. Lee	Mr. G. H. Wheeler
	Mr. A. G. Wood

CRAGIEBURN.

Lieut. H. C. Burrows	Mrs. Simmonds
Rev. F. Flynn, R.N.	The Government Civil Hospital Sisters
Hon. and Mrs. R. D. Ormsby	Miss Yorke Triscott
Miss Ormsby	Consul Volpicelli
Capt. C. B. Simonds, R.A.	Madame Volpicelli
	Capt. A. M. Whitton

OPIUM QUOTATIONS.

Hongkong, 31st October.

New Patna	930	per chest.
New Benares	910	"
New Malwa	860	per picul.
Old Malwa	875	"
Persian, paper tied	800	"

VESSELS IN PORT.

Steamers.

ANAPA, British steamer, 2,251, G. Williamson, 23rd Oct.,—New Port 9th Sept., Coals.—Order.
BAMBERG, German steamer, 2,660, H. Mayer, 27th Oct.,—Hamburg 11th Sept., and Singapore 20th Oct., General.—Siemssen & Co.
CHWNSHAN, British steamer, 1,282, J. F. Messer, 28th Oct.,—Koh-si-chang 20th General.—Bradley & Co.
COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 27th Oct.,—San Francisco 29th Sept., Honolulu 6th Oct., Yokohama 19th, Kobe 20th, Nagasaki 23rd, and Woosung 25th, Mails and General.—O. & O. S. S. Co.
CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.,—Manila 17th October.
ENERGIA, British steamer, 2,064, Chaplin, 28th 28th Oct.,—New York 3rd Sept., and Singapore 20th Oct., Kerosine.—Dodwell & Co.
EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,—Swatow 21st Oct., Ballast.—Lauts, Wegener & Co.
ESMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct.,—Manila 14th Oct., Hemp and Cigars.—Shewan, Tomes & Co.
GUTHRIE, British steamer, 1,495, W. G. McArthur, 24th Oct.,—Melbourne 19th Sept., Newcastle 23rd, Sydney 29th, Moreton Bay 3rd Oct., Cleveland Bay 5th, Cairns 6th, Cooktown 7th, Thursday Island 10th, and Port Darwin 14th, General.—Gibb, Livingston & Co.
HOLSTEIN, German steamer, 985, M. Ipland, 23rd Oct.,—Saigon 18th Oct., Rice.—Jebsen & Co.
INDEPENDENT, German steamer, 871, A. Haltz, 27th Oct.,—Moji 20th Oct., Coal.—Sander, Wieler & Co.
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujuki, 30th Oct.,—Kuchinotzu 27th Oct., Coal.—Mitsui Bussan Kaisha.
KAGOSHIMA MARU, Japanese steamer, 2,710, R. Nunome, 29th Oct.,—Moji 24th Oct., General.—Nippon Yusen Kaisha.
MAUSANG, British steamer, 1,643, J. Kynock, 21st Oct.,—Sandakan 15th Oct., Timber. —Jardine, Matheson & Co.
MENMUIR, British steamer, 1,980, S. J. George, 25th Oct.,—Samarang 14th Oct., General. —Gibb, Livingston & Co.
MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,—Koh-si-chang 2nd Oct., Rice.—Yuen Fat Hong.
ORESTES, British steamer, 2,992, J. Pulford, 30th Oct.,—Shanghai 26th Oct., General.—Butterfield & Swire.
PETRARCH, German steamer, 1,252, Necker, 8th Oct.,—Samarang 22nd Sept., and Labuan 30th, General.—Lauts, Wegener & Co.
PRONTO, German steamer, 632, H. Grandt, 29th Oct.,—Canton 28th Oct., Ballast.—Siemssen & Co.
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 18th Oct.,—Shanghai 15th Oct., Ballast.—Arnhold, Karberg & Co.
SHANTUNG, British steamer, 1,835, Frampton, 29th Oct.,—Samarang 19th Oct., Sugar.—Buterfield & Swire.
SUNGKIANG, British steamer, 1,021, S. W. Moore, 24th Oct.,—Manila 21st Oct., General.—Butterfield & Swire.
SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,—Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General.—Messageries Maritimes.
TAI CHEONG, German steamer, 828, H. Ahrens, 29th Oct.,—Hongay 24th Oct., Coal.—Meyer & Co.
TAMSUI MARU, Japanese steamer, 1,075, S. Nagatz, 26th Oct.,—Amoy and Swatow 25th Oct., General.—Mitsui Bussan Kaisha.
TSINAN, British steamer, 1,459, O. Anderson, 30th Oct.,—Japan and Foochow 28th Oct., General.—Butterfield & Swire.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct.,—Manila 13th Oct., and Amoy 17th, Hemp and Tobacco.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Arnsbury, 17th Oct.,—New York 5th May, Case Oil.—Standard Oil Co.
GILO, German bark, 1,324, Hemmer, 8th Oct., —New York 26th May, Kerosine Oil.—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron.—Order.
MANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,—Shanghai 3rd October, Ballast.—Siemssen & Co.
MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case Oil.—Standard Oil Co.
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.,—New York 16th May, Case Oil.—Order.
RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil. —Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast.—Reuter, Bröckelmann & Co.
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 31st, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wmy, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Manila.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Hongkong.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Hongkong.
Siguria, Italian cruiser, 4,500 tons, Captain Casetta, en route Singapore.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlald, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurl, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 433 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo.
Bruix, French cruiser, 4,759 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, Hongkong.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton.

Post Office.

A Mail will close:—

For Saigon—Per *Pronto* to-morrow, the 1st Nov., at 11 A.M.
For Shanghai—Per *Ixion* to-morrow, the 1st Nov., at 11 A.M.
For Saigon—Per *Menmuir* to-morrow, the 1st Nov., at 1 P.M.
For Amoy and Singapore—Per *Glenfalloch* to-morrow, the 1st Nov., at 1 P.M.
For Manila—Per *Sungkiang* to-morrow, the 1st Nov., at 2 P.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan* to-morrow, the 1st Nov., at 2 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* to-morrow, the 1st Nov., at 4 P.M.
For Yokohama—Per *Bamberg* to-morrow, the 1st Nov., at 4 P.M.
For Samshui and Wuchow—Per *Wuchow* on Friday, the 3rd Nov., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic* on Saturday, the 4th Nov., at 10.45 A.M.
For Europe, &c., India, via Tuticorin—Per *Tonkin* on Saturday, the 4th Nov., at 10.45 A.M.
For Manila—Per *Yuensang* on Monday, the 6th Nov., at 3 P.M.
For Samshui and Wuchow—Per *Samshui* on Monday, the 6th Nov., at 4 P.M.
For Samshui and Wuchow—Per *Wuchow* on Wednesday, the 8th Nov., at 4 P.M.
For Samshui and Wuchow—Per *Samshui* on Friday, the 10th Nov., at 4 P.M.
For Europe, &c., India, via Tuticorin—Per *Chusan* on Saturday, the 11th Nov., at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Saturday, the 11th Nov., at 3 P.M.
For Samshui and Wuchow—Per *Wuchow* on Monday, the 13th Nov., at 4 P.M.
For Samshui and Wuchow—Per *Samshui* on Wednesday, the 15th Nov., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India* on Wednesday, the 22nd Nov., at 11 A.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, —Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Lossieres, —Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Sai Kong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Summers,—Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

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